

admit of considerable extension of the company's works, should this at a future date be found necessary. In any case we considered it advisable to secure this adjacent land. With regard to the accounts, I would mention that since they were made up we have received payment of \$4,000 on account of the unpaid calls outstanding on April 1st last, which will leave about \$3,600 still to come in. Before moving the adoption of the report and accounts, I shall be pleased to answer any question you may desire to put.

Mr. Cross asked whether the directors intended to extend the operations of the Electric Company in the direction of repairs of electric plant on board ships in the harbour, or to go in for electric lighting at all in connection with the shipping trade. There was a great field for them in that line, and he thought the company should undertake repairs and general work in connection with electric machinery on ships. He knew something of electric lighting work, and he thought the company would arrive at a point sometime beyond which they could not expect to increase, except very gradually, so that they should look out for some fresh branch which would increase year by year and add to the prosperity of the company.

The Chairman said that the matter had not been lost sight of by the directors, who had had it under consideration for some time. They were quite prepared to take up the branch suggested, and intended to push it vigorously. There certainly was a very great field for them, and it would not doubt bring the company into a prosperous and paying condition. The matter was certainly not lost sight of.

As there were no further questions or remarks, the Chairman proposed, Mr. Stokes seconded, and it was agreed unanimously, that the report and accounts as published be adopted.

Mr. Fenwick proposed, Mr. A. G. Stokes seconded, and it was agreed that the retiring directors, Mr. Keswick and Mr. A. P. Stokes, be re-elected.

The Chairman proposed, Mr. Jackson seconded, and it was agreed that the auditors, Mr. Gresham Stewart and Mr. McIntyre, be re-elected.

This concluded the business of the meeting.

THE TRANS-PACIFIC CABLE.

The following communication has been addressed to the *Japan Herald* by Admiral Belknap, and will be read with interest by all engaged in commerce throughout the East.

Referring to the editorial in your issue of the 25th inst. concerning the proposed submarine cable across the Pacific, I beg to say that while the *Tuscarora* survey made in 1874 did not promise feasibility for the Northern route, owing to the great depths met at certain localities of the ocean, on the route taken, I submitted the opinion to the Government of the United States at the conclusion of that survey, that a more Northern line of soundings would probably develop a route of depth sufficiently moderate for the purpose in question. Such route would skirt closely the Eastern coast of Dal Nippon and Yesso, the Kurile group and the peninsula of Kamtschatka, Cape Kaof in lat. of about 54° 30' N.—thence Eastward to Attou, the North Westernmost island of the Aleutian chain—whence the route Eastward, along that chain and across the Gulf of Alaska to Puget Sound is all plain sailing, easy and practicable.

I do not understand that there is insurmountable difficulty attendant upon the successful laying of a telegraphic cable in depths of 4000 fathoms or 4600 fathoms and more, but to grapple and raise a cable for repairs at those great depths would tax the skill and ingenuity of the seaman and engineer to the utmost, as all will recognize who have ever had occasion to haul back from great depths any weight, however light. When the fact is recalled that the pressure increases a ton per square inch—approximately stated—for every mile of descent, the enormous strain and friction upon wire or rope and appliances, working in four and five miles depths, will be more strikingly apprehended.

The point selected for the midway station of this Northern line was Glory of Russia Bay, Tanaga Island, a harbor of easy access, good anchoring depth, safe, capacious, and with sandy beach, and fresh water in abundance close at hand.

But commercially and financially considered, investment in such line would probably never pay—and the likelihood of a cable being laid across that region of the Pacific is doubtless very remote—unless indeed, unexpected political developments demand telegraphic communication by that route.

As regards the proposed line for a cable from Yokohama to the west coast of the United States, via the Bonin and Hawaiian Islands, I consider it not only practicable but certain that a cable will be laid by that route in the not distant future.

The peoples who look upon the vast waters of the Pacific as a mere commercial home and domain, are about entering upon an epoch of great and varied development, growth and prosperity.

Japan, on the North West of this great ocean, is daily growing in importance among the nations and enlarging her maritime horizon; to the South West a great nation—Australia—is fast arising, destined soon—with her sister country New Zealand—to dominate commercially and politically the greater part, if not all, of Polynesia; to the North East the transcontinental railways and trans-Pacific steamship lines coupled with the enormous natural resources of that region, are stimulating with tireless energy and marvellous power the growth and wealth of populations, already great, all along the West coasts of the United States and of the Dominion of Canada, while the digging of the canal across the Isthmus of Nicaragua—likely to be opened to traffic within the next decade—opens new vistas of commercial routes of both the Atlantic and the Pacific. No Asiatic country will probably be more benefited by this new avenue for maritime enterprise and expansion than Japan; nor should be overlooked, the foreboding of widespread progress and development on the vast area of the Pacific, including the opportunities afforded by the numerous rich island groups in mid-ocean, the commercial promise and stimulating effects that will spring from the possibly not distant opening of the Siberian railway, now in process of construction by the Government of Russia.

Bearing this picture in mind, a glance at a chart of the Pacific will indicate to the most casual observer the great importance and incalculable value of the enormous natural resources of that region, are stimulating with tireless energy and marvellous power the growth and wealth of populations, already great, all along the West coasts of the United States and of the Dominion of Canada, while the digging of the canal across the Isthmus of Nicaragua—likely to be opened to traffic within the next decade—opens new vistas of commercial routes of both the Atlantic and the Pacific. No Asiatic country will probably be more benefited by this new avenue for maritime enterprise and expansion than Japan; nor should be overlooked, the foreboding of widespread progress and development on the vast area of the Pacific, including the opportunities afforded by the numerous rich island groups in mid-ocean, the commercial promise and stimulating effects that will spring from the possibly not distant opening of the Siberian railway, now in process of construction by the Government of Russia.

To doubt that such consummation will be ultimately reached, is to discredit the historic commercial courage, tireless purpose, and business precision of the Anglo-Saxon race, for whether under the Imperial flag of England, the treaty emblem of the Great Republic, or the probably independent banner of Australia, the decline of the Pacific is, in good measure, a

hollow of the hands of the great kindred peoples who, aside from the admirable quarter occupied by Japan, are impressively planted on the most commanding positions and resources of the vast shores, already giving a common language to the formulae of its commerce, and asserting dominant control of its political thought and action.

In a lesser degree the Bonin Islands must also be regarded as an important point in the Pacific as a telegraphic station and coal depot in the coming day of cable extension and increased commercial activity.

The distance from Port Lloyd of the Bonins to the entrance of Yokohama Bay is some 500 miles. On that line the *Tuscarora* made 14 soundings—only 9 of which were in depths greater than 500 fathoms. The deepest was had in 2435 fathoms—22 statute miles—the single depth beyond 2000 fathoms, found on that line.

The laying of a cable to Port Lloyd from Cape King or its immediate vicinity would, therefore be an easy matter.

Between Port Lloyd and Honolulu, 59 soundings were made, the deepest being in 3287 fathoms or 31 statute miles. The depths were found to be irregular and the contour of the ocean bed anything but the plateau-like bed of the Atlantic where the cables connecting Europe with North America are laid. Indeed the existence of six submarine mountains was disclosed varying in height from 7000 feet to 2,600 feet. As the distance between the two points, however, was from 40 to 100 miles or more, it is believed that the activities of these elevations are so gentle that no serious obstruction to the successful laying of a cable would result from such irregularity of the ocean bed in that region.

The routes from Honolulu either to San Diego, or to San Francisco, present no special difficulties. On both lines, with the exception of one submarine elevation found on each route, the descent of the ocean bed from the coast of California to the Hawaiian Islands is gentle and regular, and the bottom most favorable for the reception of the cable. The deepest water found on the San Diego line was 3554 fathoms, on the San Francisco line 3115 fathoms—both depths close to the islands, or some 300 miles only from Maui of that group.

The more recently appropriated by Congress for the further work on these routes will be expended by the U. S. Hydrographic Office in making a supplementary survey. Soundings will be made between the positions or stations of the *Tuscarora* surveys; the shorter intervals will thus determine more closely and perfectly the contour of the ocean bed, preparatory to the actual laying of the cable.

The San Francisco line will doubtless be adopted, not only because of the greater importance of that city as a commercial centre, but also owing to the fact of shorter distance as compared with the route to San Diego.

When once cable communications is established between North America and the Hawaiian Islands, extension to other points in the Pacific will follow.

Australia, now sending her European mails across the Continent of America, already clamors for direct telegraphic touch with the United States and the Dominion of Canada. In connection with her neighbour and sister colony, New Zealand, she is fast becoming such a giant in increase of population, growth of wealth, and fervor of political aspiration and demand, that she will be apt to get what she wants, or know the reasons to the contrary.

The preliminary survey for a cable line to Brisbane from Honolulu via the Phoenix and Fiji Groups has already been made. This was done in 1876, by Captain J. N. Miller, U.S.N., then in command of the *Tuscarora*. The deepest water found in the 107 soundings made was 3,448 fathoms, so that that route may be deemed to be practicable.

Yokohama, June 29th, 1891.

NEWS BY THE AMERICAN MAIL.

LONDON, June 9th. Russia is drawing gold, but the Bank of England is prepared. The governors of the bank are about to issue an announcement that the Bank of England is proceeding satisfactorily. The guarantors are not likely to be called upon.

The balance sheet of liquidators of Baring Brothers shows liabilities of \$25,000,000; assets, \$43,000,000.

The echoes of the bacarat scandal still fill the air. Solicitor-General Sir Edward Clarke is ill and thoroughly exhausted to wit. He has entirely lost the use of his voice, and is obliged to retire from an important case in which he was retained for to-day.

The denunciation of the Prince of Wales by the newspaper press has caused a terrible sensation throughout Great Britain, and it is freely asserted that the revelations made during the trial of the bacarat scandal suit in court are judged to have done more to impel the monarchy than any event which has taken place for many years past in England.

The flat assertion made by the *Daily Chronicle*—to the effect that until the Prince of Wales, on oath, swears, as "his confederate," did, that he (the Prince) did not violate the solemn pledge he gave to Sir William Gordon Cumming, he, the heir-apparent, rests under an imputation of dishonesty quite as shameful as that which the jury put upon Sir William Gordon Cumming—reflects the general feeling on the subject.

The Queen does not attempt to conceal the fact that she is angry with everyone connected with the bacarat scandal, and the effect of her royal displeasure may yet be felt in several quarters.

Sir William Gordon Cumming's costs in the suit were \$25,000. He told a friend to-day that it was not the lady mentioned, but another, high in society, who was the principal factor in the betrayal of the secret.

Sir William Gordon Cumming was married this morning in the Holy Trinity Church at Chelsea to Miss Florence Garner, daughter of the late Commodore William Garner of New York city. Only twelve people were present. The marriage was practically a secret marriage. Sir William was proud-looking, cool, and entirely self-possessed. There was no trace in his personal appearance of depression or emotion resulting from yesterday's verdict. The lady and Sir William Gordon Cumming left this city shortly after the ceremony for the bridegroom's estate, *Allypore*, near Fortrose, in Scotland, where they will spend their honeymoon.

There were exactly thirteen people in the church when the Baronet led Miss Garner before the altar to make her his wife, and some of these were workmen repairing the big organ, who kept up a hammering throughout the ceremony, neither knowing nor caring anything about the temporary public interest in the people gathered around them. Six persons came with the wedding party, including Gordon Cumming's sister and Miss Garner's son, with Lord Vernon. This accounts for eleven persons. The twelfth man was the sexton, who did not know until the ceremony was half over who the couple were who were getting married. The thirteenth man was the New York *World* correspondent. The service occupied less than five minutes, and was performed by a third-rate rector, whom neither party ever saw before in their lives. There were no music, flowers nor friends yet, except on this. Miss Garner looked as only

cheerful, but even radiantly happy. She marched out of the church on her husband's arm. She was dressed in a pearl-gray walking suit, with hat to match, just as if out for a morning's shopping. Sir W. Gordon Cumming was arrayed as though going to the Ascot races; not the slightest thought about his appearance indicating the bide-groom.

The bride and bridegroom, after the ceremony, breakfasted with Lord Middleton. Sir William Gordon Cumming's brother-in-law, Sir William, has received over seventy letters expressing sympathy with him in his troubles. It is now definitely known that Sir William and his wife will make a visit to the United States in the autumn.

NOTTINGHAM, June 11th. The anti-bacarat crusade was earnestly begun and will probably extend rapidly all over the Kingdom. The landlord of the Albert Hotel was arrested and fined £10 yesterday and his licence was revoked for keeping his house open after regulation hours and permitting the obnoxious bacarat to be played therein. Five others who were indulging in this game so much loved by the Prince of Wales were fined £1 each.

LONDON, June 11th. Sir William Gordon Cumming has resigned from all the clubs of which he was a member. His costs in the suit were \$25,000. It is said he will relate his own version of the bacarat scandal in a small volume in which he will deal particularly with what he calls the rascality of Lyett Green, and the manner in which the Prince of Wales keeps secrets.

The outspoken newspaper comments upon the part the Prince of Wales played in the bacarat scandal continue to be the sensation of the day in England and elsewhere. A newspaper reporter, who was present and near the Prince of Wales to-day at Ascot, says the Prince is in a very sulky frame of mind, caused, it would appear, by the storm of adverse newspaper criticism which has swept and is still sweeping over his head.

The *Religious Press*, as might be expected of a religious weekly paper, representing all the Protestant denominations, says, for instance: "The throne rests upon the foundation of public opinion only. A few more scandals like that at Tranby Croft would destroy the foundation and Edward VIII would never be crowned."

The *Vicinia correspondent* of the *Times* says that the bacarat scandal has caused a sensation in army circles on the Continent, especially in countries where the Prince of Wales is an honorary Colonel in special regiments.

The *Globe* this evening says both the army and navy feel most keenly the stigma which is placed upon the honorable profession by the alleged entrance into between a Field Marshal and a General to maintain secrecy in regard to gambling, and by gambling with youngsters, subalterns.

Sir W. Gordon Cumming and bride are experiencing the unpleasantness of the position in which they have been placed by the verdict in the bacarat case. They were absolutely cut by society at Wollaton Hall, the Nottinghamshire county seat of Lord Middleton, to which they went yesterday after the wedding, no one of the neighbors called on them, and when they arrived at the railway station last evening they were ignored by the crowd gathered about and were compelled to drive to the hall in a cab.

The Prince of Wales was greeted and blessed at Ascot today. A tremendous pressure is being brought to bear on the London papers to suppress the news, and it may probably succeed for a day or two, but there is no doubt of the fact. It seems that as the Prince was driving up with a party of his friends a crowd in the vicinity, composed mostly of well-dressed people, but with a sprinkling of the rougher elements, hooted and jested his royal highness, making sarcastic allusions to the bacarat scandal.

Some cried out: "Have you brought your counters with you?" Others indulged in more offensive allusions.

The antebacarat group around the Prince, though apparently too astonished to be in full possession of their wits, managed to make a counter demonstration of a weak sort in support of the Prince, who was himself pale with anger and who cast an angry glance at his insulters. This is the first time that a disrespectful demonstration has ever been made against the Prince of Wales by a crowd bearing any claim to respectability, and the incident is regarded as even more significant than the lecturing that he has been getting for the past two days from religious and secular newspapers.

Lady Gordon Cumming's family have disowned her.

PARIS, June 11th. The National to-day announces that M. de Lesseps is to be prosecuted for misleading investors who subscribed money for carrying on the work of the Panama canal.

In consequence of the fact that sixty shareholders in the Panama Canal Company have filed a complaint against the officers of the company, the prosecution of those officials will open with placing M. de Lesseps, his son and two other directors upon trial. The action of the prosecution is taken by virtue of the law relating to public companies, and is based especially upon the last issue of the Panama Canal.

De Lesseps being the possessor of the Grand Cross of the Legion of Honor, the case against him must be tried in the Court of Appeals, of which he is a member. The Government ordered the prosecution as a formality to prevent the statute of limitation operating before a judicial inquiry into the causes of the failure to finish the Panama canal.

In an interview to-day M. de Lesseps declared that he is not aware that any steps have been taken to prosecute him or his son, or any of the directors of the Panama Canal Company. He asserts that it would be impossible to take such a step, as all its acts in regard to the Panama canal enterprise were legal and above board.

LONDON, June 12th. The storm rising around the Prince of Wales is fast gaining in intensity, endangering his chances of succession to the throne, if not the existence of the English monarchy. No class appears to be stirred so deeply as the great middle class, the real strength of the country and hitherto the solid prop of the monarchy. Wherever his voice becomes audible his earnest denunciations of the Prince are accompanied by regrets at his nearness to the throne.

Representative gatherings of religious bodies—Congregational, Methodist, Baptist, Unitarian and Presbyterian—have already recorded their condemnation. The Boards of Guardians are going out of their accustomed paths to discuss motions branding the gambling propensities of the Prince of Wales as a disgrace to the country. Several Liberal societies have adopted protests against his continuance in the army.

Ever long the glowing heroism of popular heat must penetrate to the core of popular opinion. The Radical members of the Commons are opening the attack on the Prince, but they have been warned that Mr. Gladstone resents the movement, and the leaders of the opposition will actively show their repugnance to associating Liberalism with an agitation tending to discredit on the crown. The Radicals will not be content with anything less than action by the military authorities involving in the same official reproach the Prince of Wales, General Williams, and Lord.

Conferences have been held at the W. Office, presided by Secretary Stansfeld. The Duke of Cambridge, General

Redvers Butler and Colonel Stacey, and it is reported that they decided that the Prince of Wales, General Williams and Lord Leveson Gower, no offence against military law, but only a technical breach of the regulations. In reference to the Earl of Coventry it is reported that he intimated a readiness to resign the office of Master of the Buckhounds, but acceptance was delayed until the Government sees how Lord Coventry's retirement is likely to affect the position of the Prince of Wales.

The club sentiment naturally supports the Prince, nor has the scandal lessened the Prince's popularity in the turf set. The rumors of his bad reception at Ascot are a perversion of the facts. Court circles are much exercised over letters from the German court reflecting the opinion of Emperor William. It is believed that the Emperor has written the Queen a long and serious criticism on the Prince's life, dealing especially upon the gambling of officers as a grave offence to military honor, and upon the signing of a paper permitting the Colonel of the Guards to convict of cheating, to retain his commission in the army.

The Queen, it is said, forwarded the letter to the Prince of Wales. Sir William Gordon Cumming, at the request of the officials of Fort, reconsidered his refusal of a public welcome, and the town will make a holiday of the occasion. Cumming has announced that he is willing to meet the charge of playing an illegal game.

At a meeting of St. Olave's Guardians in South London, last night a member moved a resolution declaring the gambling of the Prince of Wales a disgrace to the country. The chairman of the Guardians, convinced of cheating, to retain his commission in the army.

EXTENSIVE SMUGGLING BY THE U.S. PACIFIC SQUADRON.

The *San Francisco Chronicle* of the 11th ult. says:—

For a long time rumors have been afloat that our naval vessels returning from the Asiatic coast have smuggled into ports a valuable merchandise from China and Japan. These rumors, however, have been treated as idle talk, and no effort was made to investigate them. It was difficult to imagine an officer of the American navy descending to smuggling and outraging one of the leading criminal statutes of the United States.

But the arrival of the *Suvarna* several months ago aroused the suspicions of the revenue men. It was noticed very soon after the *Suvarna's* advent here that several gay belles, apt in the steps of the military collision, hobbled with the cruiser's officers in rich dresses made of China fabrics. Handsome Japanese fans—not the gross paper masquerade, but gold-mounted, silk-bound fans, decorated the parlors of many of our four hundred. Not a few of our social lions affected Japanese smoking gowns, and puffed Havanas through Japanese holders.

From that time on it is stated the customs officers kept a wary eye on incoming navy vessels, and adding two and two together became pretty certain that the sum was four.

With flying pennants the cruiser *Omaha*, once the flagship of the Asiatic squadron, came home from China a few weeks ago. It has always been the custom for naval commanders to submit to the port collector an inventory of whatever merchandise, outside of personal effects, there might be on board their vessels. But the *Omaha* neglected the embarrassing obligation and proceeded directly to Mare Island.

Until within a few days ago the customs authorities gave no indication of any suspicions of the legitimacy of the *Omaha's* imports. But one day, last week an unobtrusive Treasury agent started quite a coterie of navy officers by making a professional visit to Mare Island. There are reasons for believing that Inspector Noyes, for he was the agent sent, had not calculated upon experiencing any great surprises. But he tumbled across them by the boxful.

His investigations, it is said, carried him on the *Omaha*, where stiches and ruses surprises awaited him. Whole tons of undulating silk-ponies, Chinese goods, and up to the neck in their baid heads leered at him from boxes strewn about the officers' cabins. Costly brocade of every description was snugly packed away in cases labeled with Eastern addresses and ready for shipment. It is probable that Inspector Noyes rendered a detailed report to his superiors of what he had discovered, and, though strict official silence has since been observed, the interesting as well as the ugly features of the scheme to defraud the revenue were fully related to a *Chronicle* reporter yesterday by a Mare Island resident, who has full knowledge of the matter.

Some of the principal officers of the *Omaha* are directly concerned in the smuggling operations. While the cruiser was in Japan they purchased quantities of merchandise, which, if properly appraised, would foot up thousands of dollars in value. The duty placed on silk imports is particularly heavy, and to avoid its payment the officers hid away their purchases. The unpacking took place when the *Omaha* went to Mare Island. Wind of the operations reached the authorities and the investigation ensued.

It is rumored that the entire lot of smuggled goods was brought to this city and submitted to an Appraiser. Levy for determination of value. The consignment has been treated as contraband merchandise and has practically been seized—pending official investigation. The fears which the crestfallen officers feel of ensuing scandal are reported to be well-founded. The appraisement by the authorities is said to mark some very high figures. One beautiful silk gown, elegantly trimmed with real gold lace—a dream in fabrics—was appraised at nearly \$1000. When ready to turn from his box an address to some Washington belle was found.

The discovery of the customs authorities has formed the nucleus of what will be a serious scandal in naval circles. It is certain that by this time the Secretary of the Navy has, through the Secretary of the Treasury, been informed of the serious offences committed against the customs laws by navy officers. A court-martial states the offenders in the face. And, in addition, they are all liable to indictments on the grave charge of "conspiracy to defraud the Government of the United States by the act of smuggling."

Some of the principal officers of the *Omaha* and one or two officers of the *Suvarna* are concerned in the smuggling.

Several packages of Chinese goods were forwarded East before the Treasury agents made their discovery.

The offenders, if indicted and convicted, will be liable either to long terms of imprisonment or to heavy fines, or to both.

The position of matters so far as it can be ascertained is that the merchandise on the *Omaha* has been seized and held for duty. The officers are awaiting the dictum of Secretary Tracy and Foster, and the District Attorney has been asked to indict the officers. In many circles the scandal has been freely discussed, and the opinion is expressed that the officers of the *Omaha* will receive "severe" treatment.

Intimations.

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CHINA COAST METEOROLOGICAL REGISTER.

10th July, 1891.—At 4 p.m.

STATION.	Barometer (reduced to level of the sea in inches, tenths and hundredths.)	Thermometer (in shade in degrees Fahrenheit.)	Humidity (in percentage of saturation.)	Direction and Force of the wind in two points.	Force of the wind according to Beaufort's scale, or the number of fathoms per hour.	Direction and Force of the surface current.	Direction and Force of the bottom current.	Direction and Force of the tidal current.	Direction and Force of the wind.	Direction and Force of the surface current.	Direction and Force of the bottom current.	Direction and Force of the tidal current.
Whampoa	30.00	80	75	W	1	—	—	—	—	—	—	—
Taiwan	30.00	80	75	W	1	—	—	—	—	—	—	—
Yokohama	30.00	80	75	W	1	—	—	—	—	—	—	—
Amoy	30.00	80	75	W	1	—	—	—	—	—	—	—
Swatow	30.00	80	75	W	1	—	—	—	—	—	—	—
Hankow	30.00	80	75	W	1	—	—	—	—	—	—	—
Shanghai	30.00	80	75	W	1	—	—	—	—	—	—	—
Hangchow	30.00	80	75	W	1	—	—	—	—	—	—	—
Beijing	30.00	80	75	W	1	—	—	—	—	—	—	—
Harbin	30.00	80	75	W	1	—	—	—	—	—	—	—
Changchun	30.00	80	75	W	1	—	—	—	—	—	—	—
Qiqihar	30.00	80	75	W	1	—	—	—	—	—	—	—
Changchun	30.00	80	75	W	1	—	—	—	—	—	—	—
Qiqihar	30.00	80	75	W	1	—	—	—	—	—	—	—

11th July, 1891.—At 10 a.m.

STATION.												
Station.	Barometer (reduced to level of the sea in inches, tenths and hundredths.)	Thermometer (in shade in degrees Fahrenheit.)	Humidity (in percentage of saturation.)	Direction and Force of the wind in two points.	Force of the wind according to Beaufort's scale, or the number of fathoms per hour.	Direction and Force of the surface current.	Direction and Force of the bottom current.	Direction and Force of the tidal current.	Direction and Force of the wind.	Direction and Force of the surface current.	Direction and Force of the bottom current.	Direction and Force of the tidal current.
Whampoa	30.00	80	75	W	1	—	—	—	—	—	—	—
Taiwan	30.00	80	75	W	1	—	—	—	—	—	—	—
Yokohama	30.00	80	75	W	1	—	—	—	—	—	—	—
Amoy	30.00	80	75	W	1	—	—	—	—	—	—	—
Swatow	30.00	80	75	W	1	—	—	—	—	—	—	—
Hankow	30.00	80	75	W	1	—	—	—	—	—	—	—
Shanghai	30.00	80	75	W	1	—	—	—	—	—	—	—
Hangchow	30.00	80	75	W	1	—	—	—	—	—	—	—
Beijing	30.00	80	75	W	1	—	—	—	—	—	—	—
Harbin	30.00	80	75	W	1	—	—	—	—	—	—	—
Changchun	30.00	80	75	W	1	—	—	—	—	—	—	—
Qiqihar	30.00	80	75	W	1	—	—	—	—	—	—	—

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Dr. Jordan.
Suitable for offices or Bedrooms.
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& Co.'s Premises.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 16th December, 1899. 149

TO LET.

BAHAR LODGE, THE PEAK.
R. B. LOT No. 59.

THIS desirable residence with Gas laid on
to be Let Furnished or Unfurnished.
Apply to
HONGKONG LAND INVESTMENT AND
AGENCY Co., Ltd.
Hongkong, 12th May, 1891. [715]

A T Bonham Road, "RHEDA," a SIX ROOMED BUNGALOW with Tennis

11 ROOMED BUNGALOW, with 2 bathrooms
 Court.
 J. M. BASA,
 No. 25, Pottinger Street
 Hongkong, 8th July, 1901. 1901
 TO LET.

N^{O.} 9, SEYMOUR TERRACE.
OFFICES and CHAMBERS in Connaught
House, Queen's Road Central.
Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 9th July, 1891.

Consignees.

**OCCIDENTAL AND ORIENTAL STEAM
 SHIP COMPANY.**
NOTICE.
CONSIGNEES of CARGO per Steamship

"OCEANIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in the Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

J. S. VAN BUREN,
Acting Agent.

"NORDDEUTSCHER LLOYD."
NOTICE TO CONSIGNEES.
S.S. "SACHSEN"

FROM BREMEN AND PORTS OF CALL.
THE above named steamer having arrived
 Consignees of Cargo are hereby informed
 that their Goods, with the exception of Opium,
 Treasure and Valuables, are being landed at

stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given before

4 p.m. to-day, the 9th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to sale.
All broken, chafed, and damaged goods are

be left in the Godowns, where they will be examined on Thursday, the 16th inst., at 3 P.M. All Claims must reach us before the 17th instant, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be counter-signed by

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Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, July 11th.

Owing principally to demands from the North a considerable amount of business has been done on the Bialto during the past week.

Banks.—H. and S. scrip has been dealt in to a limited extent, although during the early part of the week shares advanced to 202 per cent. premium, cash, and 208 per cent. for the September settlement. However, since the results of the last half year's working have become known, they have dropped to 193 per cent. for the coming settlement and some sales have been effected at this rate. Shares can be had at 201 per cent. for September; the market closed steady at these quotations.

The scrip of the Bank of China and Japan has changed hands at 17½ cash, cum New Issue and shares are now wanted at 17½ ex New Issue.

The National Bank of China's shares have been done at 50 per cent. discount for cash, and further shares are being freely offered at this quotation.

Sugar Refineries.—Chinas have steadily advanced to 187 for cash but closed weak. Luxons are being freely offered at 86.

Docks.—Some sales have been effected at 101 per cent. for the settlement but they seem to be out of favor now at 100 per cent. premium.

Fires.—Hongkongs have been done at 315 and further shares are obtainable at this rate. Chinas are wanted at 82.

Insurances.—Traders are quoted and business has been done in them at 63 and 63½ and closed with further buyers at the latter rate. Yangtszes have been done at 115. 100 per share. Other stocks under this heading are quiet.

Land and Building.—Hongkong Lands are being freely offered at 84 for cash. West Point Building shares are also freely offered at 85.

Shipping.—China and Manilas have been done at 87½ per share and further shares could be placed at this rate. Douglas are being freely offered at 84 per share but there are buyers at 30 per cent. discount. Indo-Chinas were done at 27½ per cent. discount cum dividend and there are now buyers at 30 per cent. ex div. Hongkong, Canton and Macao Steamboat Company's shares have been largely dealt in at rates from 33½ to 35 for cash. Some thousands of shares are reported to have been bought for the North. However shares can now be obtained at 34½ for cash and 35 for August.

Mining.—Charbonnages have been done at from 850 to 8500 per share and more are now wanted at the latter rate. Imuris have been largely done at 9½ and 10 cum New Issue and they are now wanted at 9½ ex. Jebeus have also been done at from 2½ to 4½ for cash but are now offered at 3.—Raubs have been done at 85 cents per share, Punjoms were done at 4 & 4½.

Miscellaneous.—Ices have been done at 88 for cash and Wharves at 83 and further shares are wanted at these rates.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, cum New Issue—193 per cent. premium, sellers.

Union Insurance Society of Canton—495 per share, buyers.

China Traders' Insurance Company—463½ per share, sales and buyers.

North China Insurance—115. 275 per share, buyers.

Canton Insurance Company, Limited—115 per share, sellers.

Yangtze Insurance Association—115. 100 per share, buyers.

On Tai Insurance Company, Limited—115. 150 per share.

Hongkong Fire Insurance Company—315 per share, buyers.

China Fire Insurance Company—82 per share, buyers.

Hongkong and Whampoa Dock Company—100 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—344 per share, sales.

China and Manila Steam Ship Company—105 per share, buyers.

Hongkong Gas Company—115 per share, sellers.

Hongkong Hotel Company—120 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—8501.

Indo-China Steam Navigation Company, Limited—27½ per cent. discount, buyers.

Douglas Steamship Company—443 per share, sellers.

China Sugar Refining Company, Limited—187 per share, buyers.

Luxon Sugar Refining Company, Limited—88 per share, buyers.

Hongkong Ice Company—488 per share, sellers.

Hongkong and China Bakery Company, Limited—77½ per share.

Hongkong Dairy Farm Co., Limited—87 per share, sales.

A. S. Watson & Co., Limited—420 per share, ex div., sales and buyers.

Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1885 E—14 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—110 per share, buyers.

The Hongkong Steam Laundry Co., Limited—55 per share, nominal.

Punjom and Sunghie Dus Samantan Mining Co.—44 per share, sellers.

The Raub Gold Mining Co., Limited—40.85 per share, buyers.

Imuris Mining Co., Limited—49½ per share, sellers.

The Balmoral Gold Mining Co., Limited—44 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—287 per share, buyers.

Tongqua Coal Mining Co.—2300 per share, sellers.

The Hongkong High-Level Tramway Co., Limited—46½ per share, buyers.

H. G. Brown & Co., Limited—350 per share, buyers.

Crookshank & Co., Limited—235 per share, nominal.

The Straits Lumber Co., Limited—nominal.

The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.

The China-Borneo Co., Limited—\$15 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.

The Green Island Cement Co.—\$15 per share, sellers.

The Hongkong Land Investment Co., Limited—\$84 per share, sellers.

The Hongkong Electric Light Co., Limited—\$6 per share, sellers.

Geo. Fenwick & Co., Limited—\$15½ per share, sales.

The West Point Buildings Co., Limited—\$25 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$5 per share, sellers.

The Labuk Planting Co., Limited—\$15 per share, sellers.

The Jebeu Mining and Trading Co., Limited—\$4 per share, sellers.

The Selama Tin Mining Co., Limited—75 cents per share, sellers.

The Shamco Hotel Co., Limited—nominal.

The Kowloon Land Investment Co., Limited—\$15 per share, buyers.

The Bank of China & Japan & the Straits Ltd.—\$17½ per share, buyers.

The Bank of China & Japan & the Straits Ltd.—Founders' shares, \$160 per share, sales and buyers.

London and Pacific Petroleum Co., Ltd.—£15 sellers.

The National Bank of China, Ltd.—55 per cent. discount, sellers.

The National Bank of China, Ltd.—Founders' shares, \$250 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/2

Bank Bills, on demand 3/2

Bank Bills, at 4 months' sight ... 3/3

Credits at 4 months' sight 3/3

Documentary Bills, at 4 months' sight 3/3

ON PARIS—Bank, T. T. 4.08

Credits, at 4 months' sight 4.16

On India, T. T. 222

On Demand 222½

ON SHANGHAI—Bank, T. T. 711

Private, 30 days' sight 721

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Melbourne*, with the French mail of the 12th ultimo, left Saigon on the 11th instant at 4 p.m. and may be expected here on the 14th.

STEAMERS EXPECTED.

The 'Shire' line steamer *Radsorshira* left Singapore on the 6th instant and is due here on the 12th.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Thida*, from Bombay, left Singapore on the afternoon of the 7th instant and is due here on the 13th.

The P. & O. S. N. Co.'s steamer *Canton* left Bombay on the 28th ultimo and is due here on the 14th instant.

The Ocean Steamship Co.'s steamer *Yasun*, from Liverpool, left Singapore on the 8th instant and is due here on the 14th.

The 'Shire' line steamer *Lanphong* left Singapore on the 11th instant and is due here on the 18th.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

Barometer—4 p.m.	29.85
Barometer—10 p.m.	29.85
Thermometer—4 p.m.	85
Thermometer—10 p.m.	85
Thermometer—4 a.m. (Wet bulb)	80
Thermometer—10 a.m. (do)	81
Thermometer—4 p.m. (do)	81
Thermometer—10 p.m. (do)	81
Thermometer—Windspeed (per hour)	81

Shipping.

ARRIVALS.

ASAGAO, Japanese steamer, 1,521, H. Selck, 10th July, Nagasaki 6th July, Coal.—Mitsui Bishi Colliery.

DORIS, German steamer, 774, J. Raben, 11th July, Quinhon 8th July, General.—Wielers & Co.

KWANGLEE, Chinese steamer, 1,506, R. L. Lincoln, 11th July, Shanghai 7th July, General.—C. M. S. N. Co.

INGO, German steamer, 672, Jesselsen, 11th July, Tientsin 27th June, and Shanghai 6th July, Bones.—Meyer & Co.

JAPAN, British steamer, 1,865, J. G. Olliff, 11th July, Calcutta 24th June, Penang 3rd July, and Singapore 5th, Opium and General.—D. Sassoon, Sons & Co.

AMOR, German steamer, 814, Th. Lehmann, 11th July, Whampoa 11th July, General.—Siemssen & Co.

GLENOWLE, British steamer, 2,242, R. J. Gasson, 11th July, Swatow 10th July, Tea.—Jardine, Matheson & Co.

HERMAN WEDEL JARLSBERG, Norwegian str., 1,018, N. Houge, 11th July, Singapore 5th July, General.—Order.

COLLINGHAM, British steamer, 1,640, G. W. Watson, 11th July, Kutchinotru 5th July, Coals.—Mitsui Bussan Kaisha.

CLEARANCES AT THE HARBOUR OFFICE.

Delia, French steamer, for Halphong.

Chingtu, British steamer, for Shanghai.

Amoy, German steamer, for Swatow, &c.

Lydia, German steamer, for Yokohama, &c.

Smith, Chinese steamer, for Swatow.

Diamanti, British steamer, for Manila.

Asago, Japanese steamer, for Nagasaki.

Mongkut, British steamer, for Yokohama.

DEPARTURES.

July 11, *Libella*, British str., for Whampoa.

July 11, *Kwongsang*, British str., for Swatow.

July 11, *Vorona*, British str., for Nagasaki, &c.

July 12, *Chow-chow-foo*, German steamer, for Swatow, &c.

July 12, *Chingtu*, British str., for Shanghai.

July 12, *Diamanti*, British str., for Manila.

July 12, *Elia*, German steamer, for Manila.

PASSENGERS—ARRIVALS.

Per *Ingo*, str., from Tientsin, &c.—1 Euro-pean.

Per *Asago*, str., from Nagasaki.—1 Chinese and 6 Japanese.

Per *Kwanglee*, str., from Shanghai.—75 Chinese.

Per *Yasun*, str., from Calcutta, &c.—Messrs. Behan, Pampel, 5 Bengalese, and 308 Chinese (dock).

Per *Glenowle*, str., from Swatow.—Mr. Rogers and a child, and 280 Chinese.

DEPARTED.

Per *Fishhawk*, str., from Hongkong for Singapore.—Messrs. H. de Hacedo.

Per *Imalia*, str., from Hongkong for Malacca.—Mr. J. W. Girdlestone.

Per *Brindisi*, str., from Hongkong for Brindisi.—Mr. L. J. Baldacchino.

Per *London*, str., from Hongkong for London.—Messrs. Hagen and E. Dewen.

Per *London*, str., from Hongkong for London.—Messrs. Hagen and E. Dewen.

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Per *London*, str., from Hongkong for London.—Messrs. Hagen and E. Dewen.

Per *London*, str., from Hongkong for London.—Messrs. Hagen and E. Dewen.

REPORTS.

The Norwegian steamship *Herman Wedel Jarlsberg* reports that she left Singapore on the 5th instant. Had fine weather.

The British steamship *Glenowle* reports that she left Swatow on the 10th instant. Had north-east winds from Swatow, and rain squalls.

The British steamship *Yasun* reports that she left Calcutta on the 24th ultimo, Penang on the 3rd instant, and Singapore on the afternoon of the 5th. Experienced light south-west monsoon and fine weather throughout the voyage.

The Chinese steamship *Kwanglee* reports that she left Shanghai on the 7th instant. Had light to moderate south winds with rainy unsettled weather, and low glass to Turnabout; thence to Hongkong had light variable winds and fine weather with low glass.

Post Office.

A MAIL WILL CLOSE.

For Swatow and Shanghai.—Per *Arday* to-morrow, the 12th instant, at 9.00 A.M.

For Yokohama and Kobe.—Per *Lydia* to-morrow, the 12th instant, at 9.00 A.M.

For Shanghai.—Per *Amoy* to-morrow, the 12th instant, at 9.00 A.M.

For Nagasaki.—Per *Asago* to-morrow, the 12th instant, at 9.00 A.M.

For Hainan and Halphong.—Per *Delia* on Monday, the 13th instant, at 7.30 A.M.

For Swatow and Bangkok.—Per *Phra Nang* on Monday, the 13th instant, at 9.30 A.M.

For Amoy and Manila.—Per *Yihang* on Monday, the 13th instant, at 3.30 P.M.

For Straits and London.—Per *Glenowle* on Monday, the 13th instant, at 3.30 P.M.

For Swatow, Amoy, and Fochow.—Per *Halphong* on Tuesday, the 14th instant, at 11.30 A.M.

For Europe, &c., Australia, India, &c. Madras, and Mauritius.—Per *Calcutta* on Wednesday, the 15th instant, at 11.00 A.M.

For Amoy and Manila.—Per *Don Juan* on Wednesday, the 15th instant, at 3.30 P.M.

For Yokohama and San Francisco.—Per *Oceanic* on Saturday, the 18th instant, at 0.30 P.M.

For Shanghai, Yokohama, Victoria, and Vancouver, B.C.—Per *Parthia* on Tuesday, the 21st instant, at 11.30 A.M.

For Europe, &c., &c.—Per *Sachsen* on Saturday, the 1st August, at 5.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 155, H. Hygam, 5th July.—Holbow 3rd July, General.—Arnhold, Karberg & Co.

AMIGO, German steamer, 771, C. G. Krudner, 4th July.—Mauritius and Singapore, 10th June, Old Iron.—Wielers & Co.

ARDGAN, British steamer, 1,084, J. Thom, 9th July.—Singapore 3rd July, General.—Jardine, Matheson & Co.

DECIMA, German steamer, 965, C. Christensen, 5th July.—Samarang 25th July, General.—Geo. R. Stevens & Co.

DELTA, French steamer, 717, Abbal, 9th July.—Halphong 6th July, General.—Messageries Maritimes.

FAME, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.

GUTHRIE, British steamer, 1,394, P. Helms, 10th July.—Sydney 20th June, Brisbane 22nd, Townsend 25th, Cooktown 27th, and Thursday Island 29th, General.—Gibb, Livingston & Co.

HALOONO, British steamer, 783, J. Roach, 8th July.—Tamsui and July, and Amoy 6th, General.—D. Laprak Co.

INDEPENDENT, German steamer, 871, T. Schall, 7th July.—Honolulu 10th June, Ballast.—Wielers & Co.

LYDIA, German steamer, 1,186, Forck, 9th July.—Singapore 4th July, General.—Siemssen & Co.

MONGKUT, British steamer, 859, G. Anderson, 3rd July.—Bangkok 23rd June, and Koh-si-chang 26th, Rice.—Yuen Fat Hong.

NINGPO, German steamer, 762, R. Kohler, 4th July.—Whampoa 4th July, General.—Siemssen & Co.

OCEANIC, British steamer, 3,808, W. M. Smith, 9th July.—San Francisco 13th June, Honolulu 20th, and Yokohama 4th July, Mails and General.—O. & O. S. S. Co.

PHRA NANG, British steamer, 1,021, W. H. Watton, 9th July.—Bangkok 29th June, and Koh-si-chang 3rd July, General.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

RIVERSDALE, British steamer, 1,311, J. Mooney, 5th July.—Nagasaki 28th June, Coals.—Mitsui Bishi Colliery.

SIEMAN, British steamer, 983, E. F. Stowell, 6th July.—Saigon 2nd July, General.—Chinese.

SMITH, Chinese steamer, 704, H. Lefrier, 10th July.—Swatow 9th July, General.—Saunders & Co.

TSINAN, British steamer, 1,640, W. N. Allison, 9th July.—Fochow 7th July, Tea.—Butterfield & Swire.

SAILING VESSELS.

CALBURGA, British ship, 1,350, Douglas, 4th June.—New York 23rd January, Petroleum.—Russell & Co.

CARL FRIEDRICH, German ship, 2,040, H. Fröhlich, 5th July.—Cardiff 21st March, Coals.—Melchers & Co.

KALWORTH, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

GEORGETTA, American bark, 985, Kasten, 18th June.—Singapore 5th June, Timber.—Master.

ISAAC REED, American ship, 1,480, F. D. Waldo, 25th May.—New York 23rd Nov., Kerosene Oil.—Russell & Co.

MARIA, Spanish schooner, 51, Francisco Oloneo, 6th July.—Manila 18th June, Ballast.—Master.

MCLAUREN, American ship, 1,313, F. L. Oakes, 28th April.—New York 30th November, Petroleum.—Order.

MINNIE G. WHITING, British bark, 1,221, W. H. Smith, 18th June.—New York 2nd Feb., Kerosene Oil.—Jardine, Matheson & Co.